













## Intimation.



**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

## PORT.

|                                                                      | Per Dozen | Per Bottle |
|----------------------------------------------------------------------|-----------|------------|
| Port - - - - -                                                       | \$14.00   | \$1.20     |
| B $\diamond \diamond$ Red Seal Capsule - - - -                       | 18.60     | 1.55       |
| C Superior Light Invalid, Green Seal Capsule - - - -                 | 21.60     | 1.80       |
| D $\diamond \diamond \diamond \diamond$ Violent Seal Capsule - - - - | 28.60     | 2.40       |
| E Very Fine Old Tawny, White Seal Capsule - - - -                    | 37.60     | 3.30       |

The following Ports have been specially selected and procured from Messrs. GEO. G. SANDEMAN, SONS & CO., of London and Oporto, and are of the highest class:—

|                                                 | Per Dozen | Per Bottle |
|-------------------------------------------------|-----------|------------|
| Douro - - - - -                                 | \$19.60   | \$1.70     |
| Old Tawny - - - - -                             | 23.60     | 2.05       |
| Invalid - - - - -                               | 23.60     | 2.05       |
| Estrella - - - - -                              | 29.60     | 2.55       |
| $\diamond \diamond \diamond \diamond$ - - - - - | 32.60     | 2.80       |
| Very Old Tawny - - - - -                        | 48.60     | 4.10       |
| Oldest and Finest - - - - -                     | 55.60     | 4.70       |

**A. S. WATSON & CO.,**  
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 16th June, 1910.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 22, 1910.

## OPIMUM SUBSTITUTES.

What is Sin? It is whatever militates against man's nobler destiny. It is, in the language of theology, that which alone can separate him from God, that is his highest Good, indeed the only Good. It is therefore man's worst enemy, and rightly understood, his only enemy, the enemy *par excellence*. Now that which may be innocent in the action of one man may be criminal in that of another. For instance, if a doctor orders him to drink whisky and water with his meals, a would probably be very near to committing a venial actual sin if he refused to obey his doctor's advice. But if who is inclined to alcoholism and is strictly enjoined never to touch spirits is in danger of deadly sin if he indulges only in a "friendly glass or two." Some Chinese may smoke opium, without incurring any guilt that we can discern, more than Europeans incur who drink claret or champagne if they can afford it and their health allows it. And there is this to be said—it is noted in another column of this paper—the opium smoker is a peaceable person. He quietly and softly enjoys his smoke and doesn't bother anybody. But give him the bottled devil which is now displacing opium in this part of the world, and you have a different being with new characteristics. It is as if Pandora had opened a new box, and a new set of troubles had flown out to torment poor humanity. Violence and brutality, hateful sights and hideous sounds are the offspring of the drink demon. If we are to be surrounded by thousands of drunkards instead of by thousands of peaceful and at least silent opium smokers, we shall, be reminded of the parable which relates that the evil spirit of a demoniac having been cast out went about "through dry places, seeking rest, and finding none." At last, tired of being without a human creature to torment, he decided to return into "his house" as he called the wretched man's soul. But he found it too clean for him. It had been cleansed of sin, "swept and garnished." So off he went, and collected seven other devils more wicked than himself, and returning they all took possession of that soul. And there it much to be learned from this; we remember (but do not pretend to quote verbatim) that something is added about the "last state of that man" being "worse than the first." And we think it is also said that "where so shall it be also with this wicked generation."

## LOCAL AND GENERAL.

THE death has occurred of Mr. E. S. Campbell of Chongkai Estate, Jugra.

THIRTEEN Chinese were fined \$1 each at the Magistracy this morning for gambling at No. 39, Sai Street.

A COMPETITION for the China and Japan department of the Consular Service will take place in August under the usual regulations.

ANOTHER case of plague, the fourteenth so far in the year, has occurred to-day. A Chinaman was found dead of the disease on the pathway from Hok U to Kowloon City.

ADMIRAL Sir Hedworth Lambton, who was recently married to Lady Chelsea, has taken up his residence with his wife at Temple House, Theobald's Park, Waltham Cross.

SIGNOR MARCOMI has announced that he hopes to arrange for the transmission of wireless messages across Canada. He will personally conduct tests there at the end of the summer.

A BRAZILIAN named Manuel Sequeira was awarded six months' hard labour in the Police Court this morning for stealing six wooden boxes, two razors, a quantity of plates and some articles of clothing at Chungking.

FIVE Chinese were fined \$10 each or six months' hard labour in the Police Court this morning for stowing away on board the s.s. *Laiyang* with intent to obtain a passage. Detective-Sergeant Taylor prosecuted.

A FARMER from Koozmoon was fined \$15 in the Police Court this morning for bringing letters into the Colony, thus infringing the exclusive right of the Postmaster-General. His Worship remarked that as that was defendant's first offence, he would deal with him leniently.

EXCITING incidents marked the regatta at Felixstowe on 23rd ult. of the Orwell Corinthian Club, a submarine fouling Sir Thomas Lipton's racing yacht *Shamrock* before the chief race, and Sir J. Pender's *Dryad* being dismasted and sunk during the race. All the crew were rescued after an exciting scene.

It is officially notified at Devonport that the *King Alfred*, cruiser, which has just completed service as flagship on the China Station, will be paid off at Portsmouth on June 6 and recommissioned on the following day with a Devonport crew for service as flagship in the Devonport Sub-division of the Home Fleet in place of the *Sulley*.

## "THE QUEEN-MOTHER'S LETTER TO THE NATION"

We have received an advance copy of the Facsimile of the above letter, published by Messrs. Raphael Tuck and Sons by Queen Alexandra's command, and which is now issued to the public.

The publishers have been requested by a large number of journals to permit the reproduction of this facsimile letter. In view of the fact, however, that the proceeds of the entire sales of this facsimile autograph letter belong to an institution, selected by Her Majesty, Messrs. Tuck as trustees of such fund, find themselves unable to permit the reproduction of the facsimile letter, which would of necessity interfere to a large extent with its sale to the public. On the other hand, they are anxious to meet the wishes of the Press as far as practicable, and, further, to enable every one to possess some portion of the Facsimile of the Queen-Mother's letter.

The Facsimile letter is copyright, and copies from 1/- to 2/3. may be procured through all stationers, bookellers and printers throughout the Empire.

## DESCRIPTION.

The allegorical border, designed by Sir Edward J. Poynter, Bart., president of the Royal Academy, typifies the Mourning of a Nation.

Above, on each side, is a winged figure drawing aside a curtain and displaying the touching Letter of the sorrowing Queen. On the left, the design represents Britannia mourning her loss. The Hair with two broken strings and the broken, withered branch of the rose suggest the severing of the thread of the life which played so important a part in the harmony of the Empire, and the breaking off of its joys and activities. By Britannia's side stands the figure of Grief, a cypress wreath. Below them, two boys abide on Dolphins, and holding the Trident, represent the Empire of the Sea.

On the right is the winged figure of Fame descending to take the Trumpet, her well-known emblem, which a winged cherub holds up to her. By his side sits the Muse of History with a tablet ready to record in Poetry the noble achievements of the departed, a Reign of Peace, of Blessings and of kindly deeds. The two boys beneath, placing "a globe about the earth," suggest the Empire on which the sun never sets.

From the centre below spring the Rose, the Shamrock and the Thistle, supported by two boys, one holding the broken rose branch and the other the ever-blooming rose springing into fresh life with the advent of the coming Sovereign.

## COMMODORE BYRNE.

NO STRANGER TO THE STATION.

Commodore Byrnes, the newly-appointed commodore at Hongkong, is no stranger to that station, as he commanded the *Cruiser Undaunted* on its tour from 1898 to 1901, and subsequently was naval attaché to the Russian fleet during the Japan-Russia War, in the course of which he acquired a very extensive knowledge of the practical side of naval warfare—an experience which he first learned in the memorable encounter between the British battleship *Shamrock* and the rebel Peruvian battleship *Huascar* off Ylo in 1877, when he was quite a boy.

Assistant Paymaster G. A. Cooke has been appointed secretary to Commodore Byrnes at the latter taking over the command at Hongkong naval establishment and Assistant Paymaster A. P. Kouskou has been appointed secretary clerk—L. and C. Engham.

## Rice Scarcity in Canton.

## MEETING OF HONGKONG CHINESE MERCHANTS.

## FLOOD RELIEF FUND TO BE APPROPRIATED.

Readers of the *Hongkong Telegraph* will have learnt that during the past few weeks, in consequence of the prolonged drought in South China, fears were entertained in official circles in Canton and by the local gentry, that famine would stalk the land bringing along with it all its concomitant evils. Among the measures devised to avert the threatened calamity was the very practical one of importing large quantities of grain from Saigon and Bangkok and, under an organised system of distribution, sold at cheap prices to the indigent population of Canton and its environs.

This cheap distribution of the staple commodity of the native population of the Southern Capital was commenced last week, when at four different points scattered over the most densely populated part of the City rice was sold under the supervision of a specially appointed committee nominated by the numerous charitable associations in Canton.

## HONGKONG'S GOOD OFFICES.

we are solicited to furtherance of this eminently charitable undertaking. A deputation was sent down from Canton by the eleemosynary institutions who have since been in conference with the committee of the Tung Wah Hospital devising ways and means for the better giving effect to the scheme planned out in aid of the poor and needy in Canton in their straitened situation. Two meetings were held at the Tung Wah Hospital at which it was decided that a recommendation be made to the Committee of the Flood Relief Funds to appropriate the balance of the money remaining over from 1907 in support of the measures now in progress having for their object the relief of the poor threatened with famine by the scarcity and the dearth of rice in South China. The amount available for the purpose is a sum of

## OVER 90,000 TAELS.

When the Canton deputies first arrived at Hongkong a little over a fortnight ago the situation was not at all reassuring, but since then the extreme tension has been somewhat relaxed. This was explained to us by Mr. Lau Chu-pak this morning, who, when interviewed, stated that the price of rice had gone down and that the people, in their comforting knowledge, that assistance was close at hand did not regard the immediate future with that look of despair that seemed to have lurked in their minds before it became generally known that organized help was about to be carried out. The promptness with which the Cheap Rice Distribution Committee had ordered their supplies from Saigon and Siam has defeated the possibility of any "corner" which, had it been successfully engineered, would have been ruin to the hundreds of thousands of the labourers and agriculturists in the interior. Fortunately for them the timely arrival of adequate supplies has relieved the situation of its worst features, at any rate for the moment.

## YESTERDAY'S MEETING.

Information having reached the Chinese here in Hongkong that the Flood Relief Committee are showing hesitancy in appropriating the relief funds to aid the Rice Committee a general meeting of the subscribers in Hongkong to the fund was held at the Tung Wah Hospital last evening under the presidency of Mr. Lau Chu-pak, chairman of directors of the local hospital. After discussion it was again resolved that the money should be appropriated in the manner decided upon at the earlier meetings, unless, of course, it be found that the necessity for its appropriation does not, from any cause arise any longer. Some of the speakers at the meeting, remarked that they should endeavour to ward off any trouble or disturbance which, perchance, might be brought about through a scarcity of the main staple of the Chinese in Canton for they could not help but think that were a riot or any thing to occur in the Colony's own immediate neighbourhood, business in Hongkong would be prejudicially affected thereby.

They were all agreed that the Chinese in Hongkong should do what they could, to assist their kinsmen in Canton in their dire straits. When our representative visited Mr. Lau Chu-pak in his *sanctum sanctorum* this morning that gentleman was in conference with members of the Canton deputation, but as the busy man is the one who always finds time, Mr. Lau courteously accorded the *Telegraph* representative an interview and kindly placed at his disposal the facts recorded above.

## THE MERCHANT SERVICES OF GREAT BRITAIN AND FRANCE.

The following is a copy of a letter which has been received by the Imperial Merchant Service Guild from the representatives of the captains and officers in the Merchant Service of France:

Fédération des Syndicats de Capitaines au Long-Cours de France, 105, Rue de Paris, Le Havre, le 18 Mai, 1910.

Monsieur le Capitaine T. W. Moore  
Secrétaire de "The Imperial Merchant Service Guild,"  
The Arcade, Lord Street, Liverpool, Angl.

Dear Sir,—We have the honour to approach you to express to our English comrades the profound regret that it caused to us by the death of His Majesty King Edward VII.

We have many pleasant recollections of this great friend of France, and pray that the members of the Imperial Merchant Service Guild will accept our sincere condolences.

With the assurance of our cordial and devoted sympathy,—I am, etc.,  
(Pour le Président de la Fédération)  
Le Secrétaire général,  
(Signed) E. A. RAYNIER.

## CANTON OPIMUM MONOPOLY.

## TREATY IMPUDENTLY INFRINGED.

In a leading article the *Singapore Free Press* writes:

There have been abundant assurances that the Government of China is entirely sincere in its loudly-expressed desire to suppress the cultivation of the poppy within its frontiers and to restrict the consumption of opium. We cannot class ourselves with that confiding body of persons who believe everything they are told, and all the more believe it if it be told with a show of virtue, whatever the value of that commodity. We believe in the axiomatic character of human motive and human action. People will do what they prefer to do and they will refrain, unless under some form of compulsion, moral or physical, from doing what they do not want to do. If the Chinese Government and the provincial authorities were people they would do what the anti-opium people fondly imagine they are doing. That is, suppress the production of opium within their own borders in order to have a claim to suppress the naughty importation of opium from India and Persia. But from much more than quarter of a century observation of the Chinese character in this Colony and elsewhere, we have come to the conclusion that not only are the

## CHINESE NOT FOOLS.

but that any man who wants to get the better of a Chinaman in commercial matters would need to get up very early in the morning. We have never concealed our impression—it may be wrong, of course—that the Chinese Central and Provincial authorities are by no means blind to the value of their own opium production as the finest engine of local and Imperial revenue, and have determined, as a step to the development of this, to kill all importation from India. If it be necessary as contributory to this step, they are prepared to extinguish for a time their own domestic production of opium so that an argument is thereby provided for the voluntary restriction of opium exportation from India to China. We hear plentifully that the Chinese Imperial Government is in deadly earnest in the suppression of opium production throughout its provinces. We hear of drastic measures against opium using officials, extended even to decapitation. We hear of edicts forbidding the cultivation of the poppy, and of orders for the uprooting of poppy crops and the abolition of other crops. Some people think that all that is a token of sincerity. Well, some people are.

## SWEETLY CREPULOUS.

Some knowledge of human nature keeps us from such extreme innocence. Supposing China were bent on not only gaining a monopoly of opium production, but of opium supply throughout the whole of the East, could she act more intelligently than she is now reported to be doing? There can be no monopoly so long as there are rival sources of supply in the field. But China turns to the British Government, and exclaims: "Behold how virtuous we are! We are restricting our opium, and will have it clean abolished in ten years. Do you the same and abolish your production in Bengal in the same time." Then? Well under the existing British idea—at least those that make a show of prevailing at home—there would be no possibility of Bengal ever remaining, under any pretext, the growth of the poppy. But China, once India had cut her throat as a result of

## CHINESE BLENDSHIPS.

will be ready to resume her own production not only for her own exclusive use, but would have an abundant margin to spare the supply to all the regions in the East where opium-consuming populations dwell. Now any person who is not the utter innocent that some people seem to imagine we all are would surely reflect upon the exact meaning of this illegal imposition of an import tax of \$500 a chest at Canton on Indian opium. According to the existing treaty such an import is quite unjustifiable. Indian opium enters China under the treaty regulations, and has to face the competition of Chinese-grown opium. The restriction of imports should have been left to the natural operation of the Indian Government regulations that provide for a diminishing export at such a ratio that in ten years there would be an entire cessation of the import of Indian opium into China. Where, then, this sudden imposition of an import tax, contrary to the provisions of the Treaty. Clearly the authorities have taken the

## MORAL MEASURE.

of the British Government, and consider that although the treaty has been impudently infringed, the British Government, simply because it is opium that is being unfairly burdened, will not care to vindicate treaty principles on account of the official unpopularity with which the word "opium" has been invested amongst hundreds of thousands of ignoramus. The result is that contracts for delivery have collapsed, and the Indian merchants who must suffer from the consequent collapse in prices are driven to face ruin in view of their commitments. Indirectly, of course, with this exclusion of Indian opium that the inordinate and illegal import of \$500 per chest at Canton will imply, the prices of Chinese-grown opium will go up with a bang. Who stands to make money over that? Here we see that the Chinese play, a perfectly simple one, and one we indicated years ago, is to destroy Indian importation under pretext of suppressing their own opium production; and when the Indian opium imports were once destroyed, there would be no reason to do anything else than re-encourage the poppy cultivation that has lately been the object of a temporary and astute interdiction. Often have we smiled at the vehemence of the alleged Chinese restriction of opium production. We have never had the least faith in it. And this attempt to create a domestic opium monopoly at Canton and destroy Indian imports, is just the evidence to be expected to be forthcoming as the Indian production and export is suppressed. The Chinese Government and their Provincial representatives are no fools. They will do exactly what human nature of a very ordinary type dictates that they will do.

## ROBBERS' DIVIDENDS.

## SANDY CROFT AND JOHORE.

Months E. S. Kadoorie and Co. are in receipt of advice from Singapore that the Sandycroft Rubber Co. have declared an interim dividend of 5% payable to registered shareholders on 31st July; also the Singapore and Johore dividend, declared some time ago, is payable to registered shareholders on 30th June.

It would therefore be advisable for all holders of scrip in the above named companies to send same to Singapore for transfer before the dates mentioned, so as to secure the dividends.

## SINGAPORE SHARE MARKET.

## FRASER'S SHARE CIRCULAR.

Towards the end of last week, there was a distinct advance in rubber shares, both dollar and sterling, and more activity than we have seen for weeks, but as we write the market has again dropped, and is extremely quiet. In mining stocks there is practically nothing to record, and Industrials are quieter than we have seen them for some time.

Robber.—Among the more notable advances in the London Shares are Kuala Lumpur and Highlands which have been done during the week at £10.100 and £7.45.60, respectively. Lebbury fully paid have changed hands at 90s; and Seafields at £7.17s.6d. United Sub Betong, part paid, have been done at 25s; Merlim; Duff's are again up to about 2s; Merlim have been done at 7s.3d.; Damansara at £2.15s. and Lavandors at £6.10s.6d. premium. Among the dollar shares there has been a good demand for Singapore and Johore at \$18 to \$18.50. Glencaly up to 53, and Ayer Panas from \$12.50 to \$13.75. Balmowies have been placed at \$19, Chongkat Serdang at \$16, Pegahs at \$34, and Port Dicksons at \$6 premium.

General.—A few Fraser and Neaves have been done at \$105, and Riley Hargreaves at \$75.50. Straits Traders remain about the same as last week with small transactions. Howarth Engines are offering at \$60 and Cold Storages are wanted at \$15.

## CHINESE SEAMEN.

## VIEWS OF A SHIPPING ORGAN.

Mr. Buxton gave a distinctly sympathetic hearing to the deputation which urged the need for stricter administration respecting the employment of Chinese seamen on British ships. On the other hand, the President of the Board of Trade threw some measure of cold water on the agitation of which the deputation was the outcome. Those who addressed him spoke of the employment of Chinese seamen as assuming alarming proportions, and suggested that the newly established Labour Exchanges will have their hands full in dealing with displaced British sailors. Mr. Buxton showed that such remarks savoured of exaggeration. "While," he said, "there has been some increase in the total, the proportionate increase, as far as I can judge, has been less since the Act of 1902 came into operation in 1903 than before." The evil, he felt it, is not, therefore, growing and so far as the case of the deputation was based upon the contrary plea it signally failed. In the circumstances Mr. Buxton seems to us to have gone a very long way to meet a case less exaggerated than that presented to him. He promised that the

STIFFENING OF THE LANGUAGE TEST should continue. As regards dietary, he saw no objection to giving the Chinese seamen the option of taking the European scale, provided it was really suited to his needs and uses. Finally, Mr. Buxton announced that his department would take special steps with a view of acquainting the relatives of Chinese seamen with their rights under the Workmen's Compensation Act. This last-mentioned decision, we are told, is due to the President's belief that the preference given to Chinese sailors is very largely based upon shipowners' obligations under that Act. In other words, shipowners seek to avoid their liability under the Act by employing Chinese. This is a suggestion whose accuracy can easily be tested. Assuming that the shipowner was anxious to defeat the

## WORKMEN'S COMPENSATION ACT,

he would immediately be included within its purview, have employed more and more foreign seamen. What, however, do we find? Mr. Buxton, Sir Walter Howell, and others are constantly informing us, with some amount of boasting, that the proportion of foreigners in the mercantile marine is not increasing, but decreasing.

If so, and if the proportionate increase of Chinese has, as Mr. Buxton says, also been less of late, what becomes of the charge that shipowners are deliberately trying to dodge the Compensation Act? What they have been trying to dodge is

## THE UNDISCIPLINED SEAMAN.

and is this effort they have had little or no official aid. Whether a Chinese sailor fed according to the European scale would do the work of the ship any better Mr. Buxton does not tell us. He is, indeed, it seems to us, not concerned with that aspect of the subject, the whole point being that it is desirable to render the Chinaman non-competitive, and that the European food scale may possibly be used to help in that direction. For our part, we can conceive of no finer scheme for thinning the ranks of Chinese sailors. There is only one risk, namely, manslaughter on a considerable scale. Perhaps that is why the cause is to be thrown on the Advisory Committee.—*Shipping Gazette*.

THE Norwegian Mæro Line has come to an agreement with the Nippon Yusen Kaisha regarding a joint traffic to the Far East. The goods are transported from Norway to Peking, Mexico and on from there by the railway to Salina Cruz, where they are to be loaded into the Japanese steamers. The freight rates will be as low as those of the Danish East Asiatic Company via Copenhagen.

## KULIANG.

We learn from Foochow that there are houses to be had at very moderate rates for the hot months, up at Kuliang. The hilly ridge near Foochow called by that name is about 2,000 feet high at its peak, and most of the houses there are at a height of well over 2,000 feet. Provisions and all the necessaries of life are well catered for and we are much surprised that more Hongkong people, especially ladies with small children, do not go up there for the summer. The place is really very beautiful, and the rent for a furnished house is not exorbitant. Children that spent last summer at Kuliang came back to the place in the beginning of autumn with red cheeks, in the very pink of condition.

## A SEA STRIP.

## AN AMERICAN HUMAN INTEREST STORY.

## THE REFORM OF GIN SING.

The following story is culled from the columns of the *New York Sun*:

The British freight steamship *Seneca*, from the Far East, picked up at Singapore a force of about twenty-five Chinese stokers, including Gin Sing, humbly, originally of Canton. Chief Engineer Smith found that Gin Sing had a cheerful soul by observing the gaiety that overcame the foreman whenever he happened there on his watch below. Gin Sing himself had a smile that might be measured with a yardstick or a yard of the ship, herself if she had been rigged that way. It was suspected that Gin Sing was the "cantodian" and dissembler of samnau and other less Oriental but stronger beverages, and that smiles of one sort propagated smiles of another. A man may smile and smile and be a villain, said the chief engineer, who reads Shakespeare. Also he remarked that a man might smile and smile and be half seas over, although only two days out from the Rock (which is saloreas for Gibraltar).

Gin Sing, after doing his stint in the stokehold on April 1, reported to the chief engineer very weak in the knees, but with a smile the beam of which was equal with the breadth of his face, that he had a pain in his back. The chief conferred with Capt. Grimes and it was decided to administer the black draught to Gin Sing. When the decision was communicated to Gin Sing the smile faded from his face for the first time. He went to the fore-castle head and jumped into the sea.

Chief Officer Stewart was just about to leave the bridge and Third Officer Hayward was relieving him when the cry of Man overboard came up to the pair. Stewart signalled the engine room to stop the ship and went off duty. Hayward misinterpreted the *Seneca* therefore brought a change of heart to the Chinese. He struck out strongly as the ship, before her headway was checked, left him several lengths astern. The *Seneca* went to windward of him and lowered a boat in charge of Second Officer McIntosh and six men.

Third Officer Hayward saw the smile reappear on the face of Gin Sing when the boat headed toward him. He was rather weak when he was hauled aboard the boat, but had recovered entirely after he got up to the top of the sea ladder. He knelt down with overpowering humility to Capt. Grimes, murmured many times, Scuse me, and went to the fore-castle. The chief engineer gave him a draught of Irish brandy, which added lustre to his smile, and he was told that he would not be treated medically. He knelt down to him.

The chief engineer suspected that he would be able to get more work, although less smiling, from the stokehold workers if the Oriental blind tiger were raised and Gin Sing were no longer able to pipe all hands to samnau. With the consent of the other officers overhauled the fore-castle and found ten gallons or more of liquor—Irish, English, Scotch and American and just common samnau. Most of it was in quart bottles. It was stashed, some in cistern form and some in bottle, over the side.

The Chinese who saw the preceding looked melancholy—all save Gin Sing. His smile was unquenchable, as his thirst had been. He confided to the boys in pigskin English that he had been conveyed to total abstinence by his plunge into the sea, and his kindness of the skipper in pulling his ship about to rescue him. "I said he would never get this act of the skipper and that he never would touch samnau. That is why he smiled as broadly as he had just had a drink when he saw the liquor go over the side."

Some of the white men of the ship's company smiled for another reason. It was the effect that the liquor had on a school of dolphins that had been riding with the ship. One of them caught a bottle of Irish whisky by the neck and had a riotous time of it swilling, occasionally using the bottle as a shield, on the heads of the other dolphins, at least, that is the report that floated into ship news. The liquor made the dolphins reckless, some of them dashing themselves against the ship. For a half an hour the foam erupted high from their donkeyback fair.

Chief Engineer Smith says that Gin Sing is now a model worker and Chinaman. Gin Sing, who was busy playing cards in the fore-castle when the reporters called smiled and said merrily, Scuse me.

Siu An, an aged Chinese, shopkeeper, was charged before Mr. E. R. Gullifax this morning at the instance of the Oculic Tobacco Factory with infringing the Trade Marks Ordinance by passing a quantity of cigars not of his own manufacture into the hands of his customers. He was fined \$10 and costs, and the case was adjourned to the 29th inst. for the hearing of the appeal. The case was adjourned, but being allowed in the meantime, Mr. Gullifax prosecuted and Mr. E. R. Gullifax appeared for the defendant.



# RICKSHA STRIKE IN HONGKONG.

## OVER A THOUSAND MEN ABANDON WORK.

### CAUSE OF THE DEADLOCK.

#### COOLIES EXPOSE THEIR GRIEVANCES.

When, roughly speaking, twelve hundred men go on strike, and those men are Chinese in a British Colony, it needs no deep learning or wisdom to infer that somebody is committing an injustice or an absurdity. In the wretched inconvenience all of us here are enduring to-day our indignation ought not, we think, to take its natural course, and vent itself in abuse of the "Government." What is the Government in this troublesome business? It is, of course, primarily the Police, and behind and above them those officials whose business it is to mediate between employers and employed and to smooth with the oil of compromise the friction of jarring interests. The obvious question, therefore, when things go as wrong as they are to-day, is "What has the Government been up to now, or not been up to?" We answer that the Government has been up to every duty it had to perform. The ricksha coolies are on strike. Are the owners of the rickshas, that is, the employers of labour, in fault? No, they are not. Are the ricksha coolies, that is, the employed, in fault? To that we answer that there are some questions to which it is impossible to give a direct "Yes" or "No" as a reply. For there is another element. That element is the public—*i.e.*, you and we and all of us, and a lot of other people as well. What are the bare facts? Whereas a few days ago, only about the 2nd or 3rd instant, we noticed that rickshas had a printed notice on them, giving a table of legal fares for the use of them and their pullers for certain lengths of time, and whereas we and our friends have observed until this sorrowful morning no diminution in our convenience in ricksha using, or in the usual impudence of their clars in Oliver-Twist-like asking for more than their due on the part of the coolies, and whereas they did, to our amusement, some of them, obliterate the figure 5 before the word "cents" on the fare placards, or other some did place a figure 1 before the same, so as to make it appear 15, these and other trifling matters in no way disturbed our philosophic serenity until this morning that we call sorrowful when we were obliged to walk farther than we like in a June sun in latitude twenty-two odd degrees. Nobody told us this was coming. Nobody warned us. Behold it is a bolt from the blue! Or rather it is a shaft of Apollo, and those who fear the sun may sacrifice to him now.

The ricksha coolies have no grievance whatever against their employers. The owners declare that they can not help the strike and have no share in it beyond suffering by it financially. It is not directed against them. But why is it then that when we want a ricksha, and even actually see a ricksha with a coolie comfortably squatting beside it, we are unable to induce that yellow-skinned being to get up and convey us to our destination? Why does he answer "No can" or "you go that other side" and dates not euphemistically to name that other side by a monosyllable once considered as a synonym of Hongkong?

The tariff placards did not seem unjust. If one took a ricksha at say 11.30 and drove from the clock tower to the Club, and there having observed the usual Gallic-caudal ritual, swiftly returned, no ricksha coolie greatly objected to being paid 10 cents, but if given only 15 he loudly clamoured for a cumshaw. If we went the same distance, but without an interval long enough for the broker's (and other's) ritual, 5 cents were enough. What is the world he is growling for then, this unconscionable ricksha coolie? The truth is that there are plenty of people who don't really understand "old custom." Hongkong residents, who, of course, are all of them generous and wise, understand to a hair the right distance for which a 5-cent fare suffices, and the length of time which having been spent in a morning, cocktail or otherwise, necessitates the payment of an extra 5 or 10 cents. But globe trotters and worse, or newcomers, take the placards too literally. One thrifty individual runs his human draft animal at a fast pace to any distance towards, say the Happy Valley, and back again, and timing him exactly, pays him exactly his fifteen minutes, fare, five cents. If the coolie is disgusted, should he be blamed? Of course Hongkong residents do not so severely stick to the letter of the law. . . . There would, however, seem to be a prima facie case against a section of the public, who, interpreting too severely the provisions of the tariff placards have caused dissatisfaction among those very poor and hardly worked and yet human beasts of burden. The question now arises, "Had they no remedy?"

To that there is a serious answer, an answer of import to every member of the community. Yes, they had an easy, simple remedy. The proper course for them, to take was to have petitioned their employers in the usual Chinese manner, and failing redress, to have petitioned the Government through the usual channel. Disputes and grievances innumerable have been settled by that docile and tactful officer, the Registrar-General, and the persons who engineered and are leading this strike know perfectly well that any petition presented to or through him could not fail to produce full redress of any real grievance.

But the truth is that the ricksha coolies are inspired by a few agitators who are cunning enough to remain in the back ground. They run this strike, not as reasonable Chinese, suffering under palpable injustice, but in a secret underground manner, aiming at the Government, and pitting their forces against Law and Order. For Law and Order, Justice and Reason are all on the side of a Government which has for a long time past proved singularly successful in redressing real wrongs and softening the harshness of despotic rule. This Colony has much to be grateful for, we think, in the tactful and fortunate administration which controls within the King's Peace and in harmony Europeans and Chinese and such discordant elements as are an inevitable part of such a population as ours. The flat refusal of the ricksha coolies to even consult the usual representatives of the Chinese about their present grievance, and even when sought out by them to listen to, any suggestion whatever, points to a deep and premeditated underlying spirit of mischief. These secret societies and hidden combines of coolies are all of them black with the same foulness—the taint of the Triads. This strike is not therefore a just and reasonable protest against the harsh working of a tariff imposed by law. It is a deliberate attack on law itself, and is made an opportunity for a conflict of will between elements of disorder and the Government of the King in this Colony.

The deserted appearance of the streets in the business part of the City this morning led to the belief that the unusual calm forebode ill that inevitably precedes the storm. True enough, when the daily stream of people began to move about in the ordinary course of the day's doings, it dawned upon some that the absence of the ubiquitous rickshas and their yelling drivers on Queen's Road and Des Voeux Road—the city's main arteries—bespoke the going on strike of the Colony's native junks. To most people the occurrence was wholly unexpected and no apparent reason could be assigned for the abandonment of work on the part of so large a body of men as between twelve and fifteen hundred men who, for the most part, lead a hand-to-mouth existence. But in certain high-placed circles, those in fact who have the privilege of a hearing with the Government and departmental chiefs, to-day's strike has not come as

A BOLT FROM THE BLUE. Indeed our information is indisputable that, as early as yesterday evening, the first intimation that a strike of ricksha pullers would be on this morning had been received. The gentleman who received the secret intelligence was kind enough to place unreservedly all the available information concerning the strike in the course of a long conversation with a member of the staff of the Hongkong Telegraph this morning.

STRIKE HATCHED AT WANCHAI. As in the case of the serious strike in January, 1903, the present deadlock was hatched simultaneously in the two centres of the ricksha pullers' rendezvous at Wanchai in the eastern end and Saiyigpun in the western district of the City.

THE FIRST WORD. That trouble was brewing was telephoned to our courteous informant between 7.30 and 8 p.m. on Tuesday, 21st inst. The message was sent over the wire from the district watchhouse of the District Watchman Committee, in Nollah Lane, at the top of Ship Street. It was to the effect that the ricksha pullers contemplated going on strike early this morning. To disguise the resolution that had been arrived at the rickshas continued to ply for hire up to a late hour last night, so much so that Chinese gentlemen, who were supposed to be in a position of securing early information on Chinese affairs, when seen by our representative this morning, expressed astonishment at the fact that the strike had been tacitly proclaimed and was in actual force, since there appeared not the faintest indication that such had been the intention of the organisation controlling the movements of the pullers.

GOVERNMENT INVOLVED. No sooner was the earliest information received last evening than it was transmitted to an executive officer in the Government whose long and intimate acquaintance with the Colony and the Chinese can be trusted that the situation by which we are to-day confronted will be tactfully handled. He at once desired to make it known to the owners of the vehicles that if they had any real grievance to place before the Government, they were at liberty to approach the Registrar-General this morning who, as always, would be prepared to give the matter a patient hearing. In any event the owners were counselled against resorting to extreme measures and to endeavour to persuade the pullers against adopting a general strike to punctuate their grievance. In spite of friendly counsels, the recalcitrant coolies, or rather the ringleaders among the ignorant gang of agitators thought they knew better and at seven o'clock this morning our informant received the first telephonic communication that the twelve hundred coolies had actually

ABANDONED WORK and the rickshas were idle. This message came from Saiyigpun. Corroboration of the report was also received at the Police headquarters. That the message was not merely one of intimidation was proved by the fact that residents in the outlying parts of the City who have to rely upon vehicular means of communication to reach their business places had to walk to the nearest tram station in order to travel to town. It should be stated that the inconvenience to the public is confined to the combined action of the coolies plying the public vehicles only—some 1,500 in number in the City of Victoria—and does not extend to owners of private vehicles whose pullers are not at all affected by the strike.

CONFERENCE AT THE M.G.O. Early this forenoon the owners of the vehicles, who let them out on hire to the disaffected coolies, appeared at the Registrar-General's Office and there laid a statement of the coolies' grievances before the Hon. Mr. A. W. Brewin, Registrar-General. On their explanation it would appear that the whole

CAUSE OF THE TROUBLE. It is to be found in the fare board which every ricksha has been required to have nailed on in a prominent position just under the seat. The men stated that, when their vehicles were taken up to the Police compound on the 2nd and 3rd inst. for the quarterly renewal of licences they were asked by the Licensing Officer to have this requirement—that is, the displaying of the tariff in a conspicuous part of the vehicle—complied with. The owners replied that that was no part of their duty and they had no power to enforce its compliance on the pullers who had regarded the non-observance in the past with the provision of the law as a right for the breach tacitly winked at by the authorities.

THE COOLIES' ATTITUDE. When the matter was first urged upon the coolies by the Chinese proprietors, the former did not demur and consented to the board being affixed as has been seen on rickshas on the public roads for the past two or three weeks. Latterly, however, dissatisfaction made itself apparent. The resentment was first shown by obliterations and substitutions on the boards with a view to deceiving fares as to the authorized official scale of charges. When these devices failed to secure their purpose the men began to express their displeasure in a different manner and complaints were loud and persistent to the ricksha owners that the coolies were finding it extremely difficult to earn a living by a strict literal adherence to the official scale exhibited under compulsion. They alleged that, in the past, they were allowed to retain their licences on their persons and the question of the payment of fares has received the sanction of usage, and they saw no necessity for the introduction of an innovation which was calculated to inflict, and indeed has already brought, hardship upon them.

ANOTHER COMPLAINT. They advanced, as another argument in support of their protest against the Police requirement, the allegation that, contrary to popular notions, they have been hardly dealt with by recent naval visitors to Hongkong, instancing in particular the large numbers of American and Japanese jacks ashore lately. They state, with what truth it is difficult to show, that since the posting up of the scale board, many instances have occurred when the foreign sailors have engaged rickshas and gone on long drives to the city environs—Happy Valley and Causeway Bay—retrograde to Blake Pier within the half or one-hour limit and paying the pullers just the regulation fares and no more. The rickshamen contend that the journeymen, besides depriving them of earning rapid fares by short runs within City limits, are extremely fatiguing and should be paid for on a more liberal scale, one different from that obtaining within the Central district. This, in short, is their principal complaint.

MEETING LAST NIGHT. Instead of giving effect to secure a redress of what they conceive to be their just and fair grievances by legitimate means of representation to the proper authorities, the coolies, who are, almost without exception, members of some secret society or other, discussed their affairs in private yesterday and took the law into their own hands by proclaiming a strike yesterday and actually laid down the shafts of their vehicles this morning. They have kept off the streets for the whole day and up to the hour of going to press there is no sign of the men returning to work.

NO INTERFERENCE ANTICIPATED. Meanwhile the Police officials interviewed this morning anticipated no trouble as a result of the present deadlock. The former, who the passive resistance against the law have been careful to keep themselves well in the background, but if the agitators show any evidence of impending trouble there is no doubt that they will be promptly apprehended and dealt with as the circumstances of the case require. So long as the Triads are able to feed their self-imposed idleness, it is not expected that any trouble will arise. It is only when their resources begin to give out and the black-legs are compelled to ply again for hire in order to earn their day's living requirement that the rickshamen may intimidate the former into a strict observance of the guild's regulations. (In which case a collision between the contending parties may result. For such a contingency the Police are fully and adequately prepared.

## COMMERCIAL.

June 22nd, 1.30 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

|                        |              |
|------------------------|--------------|
| Allagans               | 7/           |
| Anglo-Java             | 114/8        |
| Anglo-Malay            | 38/9         |
| Balgownie              | 19           |
| Bain Tias              | —            |
| Bertans                | —            |
| Bukit Kajang (pp.)     | —            |
| Bukit Rajahs           | —            |
| Caray United           | 25/ prem.    |
| Castlefields           | 125/         |
| Changkat Serdang       | —            |
| Cheras                 | 10           |
| Damansara              | 165/         |
| Eastern Internationals | 35/ prem.    |
| Fed. Selangor          | —            |
| Glenagly               | 35           |
| Glenahly               | —            |
| Goldendale             | 130/         |
| Golden Hope            | —            |
| Highlands and Lowlands | 135/         |
| Indragiri              | 30           |
| Ioeh Kaseh             | —            |
| Jequies                | —            |
| Jonglandor             | —            |
| Kamuning               | 8/6 prem.    |
| Kuala Lumpur           | 190/         |
| Lanadros (fully paid)  | 15/9         |
| Lanadros (ppd.)        | —            |
| Labur                  | —            |
| Ledbury                | 90/          |
| Linggis                | 60/3         |
| London Asiatics        | 15/9         |
| London Ventures        | 7/           |
| Merlimas               | —            |
| Pajamas                | 164          |
| Pogohs                 | 543          |
| Rubber Trusts          | 45/ prem.    |
| Saggas                 | —            |
| Sandycrofts            | 40           |
| Sapongs                | —            |
| Seafolds               | —            |
| Sekongs                | 35/ prem.    |
| Shelfords              | 7/6          |
| Singapore & Johore     | 220          |
| Sumatra Pans           | 13/          |
| Sungei Ocho            | 115/         |
| Sungei Kapar           | 18/3         |
| Tanjong                | 55/ prem.    |
| Tangkah                | 25/6 prem.   |
| Toerang                | 5/ prem nom. |
| Ulu Rant               | —            |
| United Serdang         | 13/6         |
| United Singapore       | 52           |
| United Sumatras        | 11/          |
| United Langkats        | —            |

Para Rubber ..... 9/10 per lb.  
Singapore and Johore have declared an interim dividend of 25% payable 30th June, 1910.

Sandycrofts have declared an interim dividend of 50% payable 31st July, 1910.

RUBBER PRICES.  
Kuala Lumpur, 15th June.  
The Planters' Store has received a wire from London giving the price of fine hard Para at ten shillings.  
Messrs. Harper and Company's telegram states the average plantation rubber is at 9/7.

NERVOUS RUBBER.  
A FULL MARKET.  
At the rubber auctions large supplies were offered of plantation variety.  
The sales are proceeding slowly and with extreme irregularity.  
They are now above the worst average.  
The decline is thenceforward to sixpence.

Kuala Lumpur, June 16.  
The London cable of the Planters' Stores Agency says that Plantation sheet and bit is at 9/7, Crepe 9/5, Best Scrap 8/3, Dark Scrap 6/10, Scrap untreated 6/8, Rambong 7/10, Fine Hard Para is at 10/1.

Penang.  
The local share market is unsettled.

LINGOI PLANTATIONS.  
Messrs. Guthrie and Co. have received a cable from the Secretaries of the above Company that the Directors have declared an interim dividend of 50% payable in London on 15th July.

SANDYCROFT RUBBER COMPANY.  
The Sandycroft Rubber Company announce the payment of a fifty per cent. interim dividend.  
MAY RUBBER RETURNS.  
Agents Derrick and Co.  
PORT DICKSON RUBBER CO.—550 lbs.

## "AFTER THE BOOM"

They say I have made a "tidy haul,"  
They say I should hang out banners,  
And chorish with glee and sing withal—  
(They probably think I am musical,  
Because of my Moody Manner!)

But my head it swims, and my laden limbs  
They can dance no gay fandangoes,  
I've as many complaints as G. R. Sims—  
The outcome of strenuous market "scrim,"  
And the wish to arrange contingencies.

One's life is vain when for golden gain  
All other delights you're scornful,  
To travel belated by the workman's train,  
With the chance of arriving home again!  
With the milk in the early morning!

But Wiltshire's coming along apace,  
Bringing plenty of sleep per diem,  
Yes, "wiltshire" just fits my case,  
For mine are tangled in this mad race,  
And I want a chance to untangle 'em!

But now I am weary of toil and moil,  
Though I am from a lazy lubber,  
And while I am watching the law untold,  
I wish I could halve my limbs in oil,  
And all of my joints were rubber!

D. G.  
—Phonograph Times, May 7.

## Today's Advertisements.

FRENCH CONSULATE—HONGKONG.  
ACCORDING to instructions received from the French Foreign Office, the fees concerning shipping and other items will be collected from the 1st of July prox., at the Consulate of the French Consulate, Hongkong, according to a new basis, in conformity with the law of April 8th, 1910. The interested parties will find all details concerning the new French tariff, at the Office of the Consulate.  
Hongkong, 22nd June, 1910. [450]

TO LET—UNFURNISHED.  
A LARGE FRONT ROOM with Verandah, Dressing Room, Bath Room attached. Two minutes from Ferry, Kowloon.  
Apply—  
"HONGKONG TELEGRAPH."  
Hongkong, 22nd June, 1910. [451]

"BEN" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.  
S.S. "BENLARIK."  
FROM LEITH, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst., will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 5th prox., or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 11 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 22nd June, 1910. [449]

FOR SHANGHAI, KOBE AND MOJI.  
THE Steamship  
"JAPAN."  
Capt. A. Stewart, will be despatched for the above Ports on SATURDAY, the 25th inst., at Daylight.  
This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN.  
(Occupying 20 days).  
Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji providing a stay of 5 to 6 days in Japan.  
Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.  
Fare for round trip \$120.  
For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.  
Hongkong, 2nd June, 1910. [445]

## IMPENDING DEVELOPMENT IN KOREA.

Tokio, June 16.  
Some official changes in the Residency-General have already been made and further changes and a readjustment of official duties are expected. The officials at Seoul are perturbed.  
An Imperial Ordinance issued to-day authorizes the transfer of Colonels, Majors and officers of other ranks to the gendarmerie for special duties. This course is understood to have been taken in view of forthcoming development in Korea.—N. G. D. News.

## Events Coming.

Thursday, 23rd June.  
Auction sale, Hughes and Hough, 2.30 p.m.

## A BRANDY THAT CAN BE RELIED ON.



Martell's Brandy has a World-wide reputation to maintain, and the enormous consumption of this Brandy in Hospitals, Hotels, Clubs, etc., proves that it is maintaining its reputation as no other Brandy can do.

H. PRICE AND CO., LTD.  
SOLE AGENTS  
12, Queen's Road Central  
HONGKONG

## Intimations.

OHEESE  
MILD CANADIAN STILTON  
60 cents per lb.  
THE  
DAIRY FARM CO.,  
LIMITED.

The "ASAHI" Brewery is situated near the "SUITA SPRINGS."  
These Celebrated waters are used in the manufacture of our beer.  
Purely guaranteed.  
Wholesale Price List—  
"ASAHI" & "SAPPORO"  
Beer.  
Per case 4 doz. qts.  
\$12.00  
per case 3 doz. pils.  
\$13.50  
To be obtained at all Retailers.

NOTICE.  
MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher in European officials and merchants in this Colony for over ten years.  
He has a good method of training Europeans to pass in the Chinese examinations, and is possessed of a first class certificate as a Chinese teacher. He has also a good knowledge of Mandarin.  
Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 27, Hollywood Road, 2nd floor.  
Hongkong, 1st January, 1910. [97]

HUNG ON & CO.,  
SHOW ROOM AND STORE  
at the Premises formerly occupied by  
A. CHEE & CO.,  
17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE IMPORTERS AND DEALERS.  
CROCKERY, Cutlery, Electric and Silver Plate, Glass and Iron Ware of all descriptions, always on hand, for sale or on hire at moderate rates.  
Hongkong, 1st June, 1910. [415]

NOTICE TO SUBSCRIBERS.  
FROM and after 1st January, 1909, the rate of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows—  
DAILY—\$36 per annum.  
WEEKLY—\$13 per annum.  
The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.  
The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.  
The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents; Weekly, twenty-five cents (for cash only).  
(PAYABLE IN ADVANCE.)  
There will be no rebate to Missionary subscribers as heretofore.  
By Order,  
THE MANAGER,  
Hongkong Telegraph Co., Ltd.  
—and The Manager— [95]



## Shipping—Steamers.

## CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 21 DAYS HONGKONG TO VANCOUVER, 15 DAYS VANCOUVER TO HONGKONG, 21 DAYS HONGKONG TO VANCOUVER, 15 DAYS VANCOUVER TO HONGKONG, 21 DAYS HONGKONG TO VANCOUVER, 15 DAYS VANCOUVER TO HONGKONG.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

| From Hongkong                             | From Quebec                               |
|-------------------------------------------|-------------------------------------------|
| "EMPRESS OF CHINA" SATURDAY, JUNE 25TH.   | "ALLAN LINE" FRIDAY, JULY 22ND.           |
| "EMPRESS OF INDIA" SATURDAY, JULY 16TH.   | "EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH. |
| "MONTEAGLE" TUESDAY, AUGUST 16TH.         | "ALLAN LINE" FRIDAY, SEPT. 2ND.           |
| "EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.  | "EMPRESS OF IRELAND" FRIDAY, SEPT. 23RD.  |
| "EMPRESS OF CHINA" SATURDAY, AUGUST 27TH. | "ALLAN LINE" FRIDAY, OCT. 14TH.           |
| "EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.  |                                           |

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of India" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress of Japan" is a new ship of 14,500 tons, speed 20 knots, and on the Atlantic is equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line) 71/10.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missions, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 71/10.

Via New York 71/10.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

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## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

| For                          | Steamship   | On                           |
|------------------------------|-------------|------------------------------|
| SHANGHAI via SWATOW          | "HANGSANG"  | THURSDAY, 23rd June, 10 A.M. |
| MANILA                       | "LOONGSANG" | FRIDAY, 24th June, 4 P.M.    |
| SHANGHAI, KOBE & MOJI        | "NAMSANG"   | FRIDAY, 1st July, Noon.      |
| MANILA                       | "YUENSANG"  | FRIDAY, 1st July, 4 P.M.     |
| SINGAPORE, PENANG & CALCUTTA | "FOOKSANG"  | WEDNESDAY, 6th July, Noon.   |

## RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kaitum", "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yanchow, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 215, Hongkong, 22nd June, 1910.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| FOR                                 | STEAMERS    | TO SAIL          |
|-------------------------------------|-------------|------------------|
| SHANGHAI                            | "CHENAN"    | 23rd June 4 P.M. |
| SWATOW, TSINGTAU, CHEFOO & TIENTSIN | "HUICHOW"   | 23rd " Noon.     |
| SAIGON                              | "JOHAY"     | 23rd " 8 A.M.    |
| HAIPHONG                            | "CHIEH"     | 24th " 4 P.M.    |
| MANILA, ZAMBOANGA & AUSTRALIA       | "TAIYUAT"   | 24th " Daylight. |
| HAIPHONG                            | "SANGAN"    | 25th " Daylight. |
| SHANGHAI                            | "LINAN"     | 25th " Noon.     |
| WEIHAWEI, CHEFOO & NEW              | "TAOTING"   | 28th " 4 P.M.    |
| QEBU & ILOILO                       | "SUNGKIANG" | 29th " Noon.     |

Reduced Saloon Fare, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, TWICE Weekly.

S.S. "LINTAN" and S.S. "SANDU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

FAST SCHEDULE TWIN-SREW STEAMERS (Aichi, Chosen, Lion, Chinook, etc.) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Managers.

Telephone No. 16, Hongkong, 22nd June, 1910.

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## Shipping—Steamers.

## OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct trade service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

| For                                        | Steamers                      | G. Tonnage | Leaves                         |
|--------------------------------------------|-------------------------------|------------|--------------------------------|
| TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA | "PANAMA MARU" Capt. T. Ogata  | 6,051      | WEDNESDAY, 23rd June, at Noon. |
| TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA | "SEATTLE MARU" Capt. T. Saito | 6,182      | WEDNESDAY, 23rd July, at Noon. |

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

| For                                   | Steamers                          | Leaves                          |
|---------------------------------------|-----------------------------------|---------------------------------|
| SHANGHAI via SWATOW, AMOY and FOOSHOW | "BUJUN MARU" Captain —            | THURSDAY, 23rd June, at 10 A.M. |
| TASHUI v. SWATOW & AMOY               | "DAIJIN MARU" Captain Y. Kaburaki | SUNDAY, 26th June, at 10 A.M.   |

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU" First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 22nd June, 1910.

T. ARIMA, Manager.

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## Shipping—Steamers.

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"DELTA."

Captain B. W. H. Scott, will leave for the above place TO-MORROW, 23rd June, 1910, at Daylight.

For Freight or Passage, apply to

R. A. HEWETT, Superintendent.

Hongkong, 22nd June, 1910.

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## SHARE QUOTATIONS

Supplied by Messrs. E. S. KADOORIS &amp; Co. Corrected to noon, later alterations given under "Commercial Intelligence" page 5.

| STOCKS.                                                       | NO. OF SHARES. | VALUE.   | PAID UP. | POSITION AS PER LAST REPORT                        | AT WORKING ACCOUNT | LAST DIVIDEND                                                                                                     | APPROPRIATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV. | CLOSING QUOTATIONS. |
|---------------------------------------------------------------|----------------|----------|----------|----------------------------------------------------|--------------------|-------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|---------------------|
| <b>BANKS.</b>                                                 |                |          |          |                                                    |                    |                                                                                                                   |                                                                   |                     |
| Hongkong & Shanghai Banking Corporation                       | 110,000        | \$125    | \$125    | \$1,500,000<br>\$1,000,000<br>\$500,000            | \$2,000,000        | \$1.50 for full year ending 31.12.09 @ 42 1/2% = \$1.50                                                           | 42 1/2%                                                           | \$945               |
| National Bank of China, Limited                               | 90,000         | 7        | 6        | \$4,000<br>\$3,000,000                             | \$3,000,000        | \$2 (London 1/6) for 1909                                                                                         | ...                                                               | \$76 buyers         |
| <b>MARINE INSURANCES.</b>                                     |                |          |          |                                                    |                    |                                                                                                                   |                                                                   |                     |
| Canton Insurance Office, Limited                              | 10,000         | \$250    | \$50     | \$1,500,000<br>\$1,000,000<br>\$500,000            | none               | \$10 for 1908                                                                                                     | 6 1/2%                                                            | 177 1/2 sellers     |
| North China Insurance Company, Limited                        | 10,000         | 4 1/2    | 2 1/2    | Tls. 225,000<br>Tls. 112,500<br>Tls. 112,500       | Tls. 207,578       | Final of 7/6 making 15/- for 1908                                                                                 | 5 1/2%                                                            | Tls. 110            |
| Union Insurance Society of Canton, Limited                    | 12,400         | \$250    | \$100    | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$207,984          | Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909 | 6 1/2%                                                            | \$820 sales         |
| Yangtze Insurance Association, Limited                        | 12,000         | \$100    | \$60     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$707,637          | \$12 for 1908 and interim of \$3 for 1909                                                                         | 7 1/2%                                                            | \$195               |
| <b>FIRE INSURANCES.</b>                                       |                |          |          |                                                    |                    |                                                                                                                   |                                                                   |                     |
| China Fire Insurance Company, Limited                         | 20,000         | \$100    | \$10     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$438,406          | \$6 and bonus \$2 for 1908                                                                                        | 7 1/2%                                                            | \$114               |
| Hongkong Fire Insurance Company, Limited                      | 8,000          | \$250    | \$50     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$426,218          | \$27 for 1908                                                                                                     | 8 1/2%                                                            | \$350               |
| <b>SHIPPING.</b>                                              |                |          |          |                                                    |                    |                                                                                                                   |                                                                   |                     |
| China and Manila Steamship Company, Limited                   | 10,000         | \$25     | \$25     | \$17,743<br>\$20,000<br>\$2,257                    | Dr. \$5,777        | \$4 1/2 for 1906                                                                                                  | ...                                                               | \$7 1/2 sellers     |
| Douglas Steamship Company, Limited                            | 20,000         | \$50     | \$50     | \$100,000<br>\$100,000<br>\$100,000                | NIL                | \$4 1/2 for year ending 30.6.1908                                                                                 | ...                                                               | \$32 sellers        |
| Hongkong, Canton & Amoy Steamboat Co., Ltd.                   | 80,000         | \$15     | \$15     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$28,766           | Final of \$1 1/2 for account 1910                                                                                 | 8 1/2%                                                            | \$32 1/2 sales      |
| Indo-China Steam Navigation Co., Ltd. (Preferred)             | 60,000         | 45       | 45       | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$13,755           | \$6 1/2 for 1907 on Preference shares only @ 11/10 = \$3.75                                                       | ...                                                               | \$56 buyers         |
| Do. (Deferred)                                                | 60,000         | 45       | 45       | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$13,755           | \$6 1/2 for 1907 on Preference shares only @ 11/10 = \$3.75                                                       | ...                                                               | \$56 buyers         |
| "Shell" Transport and Trading Company, Limited                | 2,000,000      | 4 1/2    | 4 1/2    | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$192,994          | 1st div. of 1/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for acc. '09                    | 5 1/2%                                                            | 58 1/2 sales        |
| "Star" Ferry Company, Limited                                 | 10,000         | \$10     | \$10     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$1,159            | A dividend of 7 1/2% for yr. ending 30.1.1910 & bonus of 5 1/2%                                                   | 4 1/2%                                                            | \$24 1/2 sellers    |
| <b>REFINERIES.</b>                                            |                |          |          |                                                    |                    |                                                                                                                   |                                                                   |                     |
| China Sugar Refining Company, Limited                         | 20,000         | \$100    | \$100    | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | Dr. \$8,090        | \$10 per share for 1909                                                                                           | 5 1/2%                                                            | \$268 buyers        |
| Luxon Sugar Refining Company, Limited                         | 7,000          | \$100    | \$100    | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | Dr. \$135,893      | \$3 for 1897                                                                                                      | ...                                                               | \$26 sellers        |
| Perak Sugar Cultivation Company, Limited                      | 7,000          | Tls. 50  | Tls. 50  | Tls. 100,000<br>Tls. 100,000<br>Tls. 100,000       | Tls. 6,208         | Tls. 10 for year ending 31.8.09                                                                                   | ...                                                               | Tls. 825 sales      |
| <b>MINING.</b>                                                |                |          |          |                                                    |                    |                                                                                                                   |                                                                   |                     |
| Chinese Engineering and Mining Company, Ltd.                  | 1,000,000      | 4 1/2    | 4 1/2    | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$1,435            | Final of 1/6 making 3/- for 1909                                                                                  | 9 1/2%                                                            | Tls. 17 1/2 sellers |
| Headwaters Mining Company                                     | 60,000         | Pa. 10   | Pa. 10   | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | none               | Final year                                                                                                        | ...                                                               | Pa. 11              |
| Raub Australian Gold Mining Company, Limited                  | 150,000        | 4 1/2    | 4 1/2    | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | none               | \$1 per share 15th dividend                                                                                       | 5 1/2%                                                            | \$78 sellers        |
| Oriental Consolidated Mining Co., Ltd.                        | 500,000        | G \$10   | G \$10   | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | none               | Final of Gold \$0.65 for 1909 in all G \$1.15                                                                     | ...                                                               | 41/-                |
| Docks, Wharves & Godowns.                                     |                |          |          |                                                    |                    |                                                                                                                   |                                                                   |                     |
| Fenwick (Gos.) & Co., Limited                                 | 18,000         | \$25     | \$25     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | Dr. \$8,460        | \$1.75 for year ending 31.12.06                                                                                   | ...                                                               | \$20                |
| Hongkong & Kowloon Wharf and Godown Co., Ltd.                 | 60,000         | \$550    | \$550    | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$261,847          | \$2 1/2 for 1909                                                                                                  | 4 1/2%                                                            | \$57 sellers        |
| Hongkong and Whampoa Dock Company, Ltd.                       | 50,000         | \$50     | \$50     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$128,765          | Interim of \$1 1/2 for account 1909                                                                               | ...                                                               | \$14 sellers        |
| Shanghai Dock and Engineering Co., Ltd.                       | 55,700         | Tls. 100 | Tls. 100 | Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000 | Tls. 6,361         | Interim of Tls. 2 1/2 for 1910                                                                                    | 6 1/2%                                                            | Tls. 78 sales       |
| Shanghai and Hongkew Wharf Company, Limited                   | 16,000         | Tls. 100 | Tls. 100 | Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000 | Tls. 9,222         | Final of Tls. 4 for 1909                                                                                          | 7 1/2%                                                            | Tls. 117 buyers     |
| <b>LANDS, HOTELS &amp; BUILDINGS.</b>                         |                |          |          |                                                    |                    |                                                                                                                   |                                                                   |                     |
| Anglo-French Land Investment Co., Ltd.                        | 25,000         | Tls. 100 | Tls. 100 | Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000 | Tls. 4,314         | Tls. 6 for year ending 29.12.09                                                                                   | 5 1/2%                                                            | Tls. 101 sellers    |
| Central Stores, Limited                                       | 12,000         | \$15     | \$15     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$24,647           | \$1.20 on old and 60 cents on first new issue                                                                     | 8 1/2%                                                            | \$20 buyers         |
| Hongkong Hotel Company, Limited                               | 8,000          | \$50     | \$50     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$1,277            | \$1.50 on old shares and \$1.30 on new shares                                                                     | 2 1/2%                                                            | \$20 1/2            |
| Hongkong Land Investment and Agency Co., Ltd.                 | 50,000         | \$100    | \$100    | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$27,011           | Interim of 1/- for account 1909                                                                                   | 7 1/2%                                                            | \$201 sellers       |
| Humphreys Estate & Finance Company, Limited                   | 150,000        | \$10     | \$10     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$5,471            | 45 cents for 1909                                                                                                 | 6 1/2%                                                            | \$8 1/2 sellers     |
| Kowloon Land and Building Company, Limited                    | 6,000          | \$50     | \$50     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$269              | \$2 1/2 for 1909                                                                                                  | 8 1/2%                                                            | \$32 buyers         |
| Shanghai Land Investment Company, Limited                     | 78,000         | Tls. 50  | Tls. 50  | Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000 | Tls. 65,969        | Final of 6 1/2 bonus Tls. 1 for 1909                                                                              | 6 1/2%                                                            | Tls. 110            |
| West Point Building Company, Limited                          | 12,500         | \$50     | \$50     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$1,958            | Final of \$1.80 for account 1909                                                                                  | 8 1/2%                                                            | \$40 sellers        |
| <b>COTTON MILLS.</b>                                          |                |          |          |                                                    |                    |                                                                                                                   |                                                                   |                     |
| Ewo Cotton Spinning and Weaving Company, Ltd.                 | 20,000         | Tls. 50  | Tls. 5   | Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000 | Tls. 10,991        | Tls. 11 for year ending 31.10.09                                                                                  | 8 1/2%                                                            | Tls. 125 sales      |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited | 125,000        | \$10     | \$10     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$9,553            | 50 cents for year ending 31.7.08                                                                                  | 8 1/2%                                                            | \$6 sellers         |
| International Cotton Manufacturing Company, Ltd.              | 10,000         | Tls. 75  | Tls. 75  | Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000 | Tls. 8,279         | Tls. 7 1/2 for year ending 30.6.09                                                                                | 12 1/2%                                                           | Tls. 62             |
| Laonkong-mow Cotton Spinning & Weaving Co., Ltd.              | 8,000          | Tls. 100 | Tls. 10  | Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000 | Tls. 4,829         | Tls. 6 for 1909                                                                                                   | 7 1/2%                                                            | Tls. 74             |
| Sey Chee Cotton Spinning Company, Limited                     | 2,000          | Tls. 100 | Tls. 500 | Tls. 1,000,000<br>Tls. 1,000,000<br>Tls. 1,000,000 | Tls. 31,173        | Tls. 25 for 1909                                                                                                  | 10 1/2%                                                           | Tls. 250            |
| <b>MISCELLANEOUS.</b>                                         |                |          |          |                                                    |                    |                                                                                                                   |                                                                   |                     |
| Bell's Asbestos Eastern Agency, Limited                       | 8,604          | 12 1/2   | 12 1/2   | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$648              | 15% per share for 1908                                                                                            | ...                                                               | \$20 buyers         |
| China-Borneo Company, Limited                                 | 60,000         | \$15     | \$15     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | NIL                | 60 cents for 1909                                                                                                 | 6 1/2%                                                            | \$20 1/2 sellers    |
| China Light and Power Company, Limited                        | 50,000         | \$10     | \$10     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$61,198           | 60 cents for year ended 28.2.06                                                                                   | ...                                                               | \$1 1/2 sellers     |
| Do. Do. special shares                                        | 50,000         | \$10     | \$10     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$6,602            | 80 cents for 1909                                                                                                 | 9 1/2%                                                            | \$8 1/2 sellers     |
| China Provident Loan & Mortgage Company, Ltd.                 | 125,000        | \$10     | \$10     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$1,890            | \$1.20 for year ending 31.7.09                                                                                    | 6 1/2%                                                            | \$19                |
| Dairy Farm Company, Limited                                   | 40,000         | \$7 1/2  | \$6      | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$1,200            | Final of 40 cents making in all 75 cents                                                                          | 10 1/2%                                                           | \$7 1/2 sellers     |
| Green Island Cement Company, Limited                          | 400,000        | \$10     | \$10     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$4,200            | 14 per cent. viz. \$1.40 for 1909                                                                                 | 10 1/2%                                                           | \$14 buyers         |
| H. Price & Company, Limited                                   | 12,000         | \$10     | \$10     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$670              | A dividend of \$1.20 per share and a bonus of 10 cents                                                            | 6 1/2%                                                            | \$19 1/2 buyers     |
| Hongkong Electric Company, Limited                            | 60,000         | \$10     | \$10     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$7,616            | Final of \$2 for 1909                                                                                             | 6 1/2%                                                            | \$160 sellers       |
| Hongkong Ice Company, Limited                                 | 5,000          | \$25     | \$25     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$9,176            | Final of \$1 making in all \$2 for 1910                                                                           | 9 1/2%                                                            | \$27 sellers        |
| Hongkong Rope Manufacturing Company, Ltd.                     | 60,000         | \$10     | \$10     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | Tls. 316,682       | 2nd interim dividend of Tls. 1 1/2 for 1909                                                                       | 4 1/2%                                                            | Tls. 1,450 ex d.    |
| Manchukuo Tobacco Co., Ltd.                                   | 25,000         | Gs. 100  | Gs. 100  | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$3,014            | 80 cents on fully paid shares and 8 cents on 1/- paid shares for year ending 30.4.10                              | 5 1/2%                                                            | \$14 1/2 buyers     |
| Peak Tramways Company, Limited                                | 25,000         | \$10     | \$10     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$1,840            | None                                                                                                              | ...                                                               | \$10 buyers         |
| Peak Tramways Company (new)                                   | 50,000         | \$10     | \$10     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | Tls. 12,810        | Final Tls. 5 making Tls. 6 for 1908                                                                               | 2 1/2%                                                            | Tls. 240 sellers    |
| Philippine Company, Limited                                   | 75,000         | \$10     | \$10     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | Tls. 75,000        | First year                                                                                                        | ...                                                               | \$35 sellers        |
| Shanghai-Sumatra Tobacco Company, Limited                     | 10,000         | Tls. 20  | Tls. 20  | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | none               | None                                                                                                              | ...                                                               | \$200               |
| Societe des Papiers et Papeteries de Tonkin                   | 13,300         | Haiphong | 25       | none                                               | none               | None                                                                                                              | ...                                                               | Hongkong currency   |
| South China Morning Post, Limited                             | 6,000          | \$25     | \$25     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | Dr. \$11,096       | None                                                                                                              | ...                                                               | \$25 buyers         |
| Steam Laundry Company, Limited                                | 20,000         | \$25     | \$5      | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$27,86            | 10% for year ending 31st May 1910                                                                                 | 12 1/2%                                                           | \$5.40              |
| Union Waterworks Company, Limited                             | 50,000         | \$10     | \$10     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | none               | 60 cents for year ending 31.12.08                                                                                 | 8 1/2%                                                            | \$8 sellers         |
| United Asbestos Oriental Agency, Limited                      | 10,000         | \$10     | \$5      | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$342              | 60 cents per ord. share for year ending 31.6.09                                                                   | 5 1/2%                                                            | \$11 1/2 sellers    |
| Watkins Limited                                               | 10,000         | \$10     | \$10     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$1,041            | 25 cents for 1909                                                                                                 | ...                                                               | \$3 sellers ex div. |
| Watson (A.S.) & Co., Limited                                  | 90,000         | \$10     | \$10     | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$2,013            | None                                                                                                              | ...                                                               | \$6 1/2 buyers      |
| William Powell, Limited                                       | 15,000         | \$7      | \$7      | \$1,000,000<br>\$1,000,000<br>\$1,000,000          | \$783              | None                                                                                                              | ...                                                               | \$8 sellers         |

## Announcements

## COMPANIA GENERAL DE TABACOS DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL \$1,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the states of the Company.

## SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reinas Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

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